

# Daily Eagle

LIVELY RAILROADING.

EXCITING WORK FOR THE ENGINEERS OF THE CALUMET BRANCH.

A Road that Winds Around a Mountain and Rises 400 Feet in a Mile—The Way the Train Comes Down—A Leap Into a Canyon 2,000 Feet Deep.

"It's a short seven miles from Hecla station in Brown's canyon, on the Denver and Rio Grande railway, to Calumet in the mountains," said a former employee of that road, "but when you get to Calumet you are just half a mile higher up in the world than you were at Hecla. That little branch has the heaviest curves and the steepest grades of any railroad that uses the ordinary drive wheel locomotive to run its cars in the known world. A grade of 200 feet to the mile and a fifteen degree curve—and that's almost like taking the same track back when the cars round it—are common on what is known as the Mountain division of the Rio Grande road; but the Calumet branch hasn't a grade on it less than 400 feet to the mile, and a twenty-five degree curve isn't any trick at all. That little road winds up the face of the mountain gulches for all the world as if it were an immense snail twisting and coiling itself in the most capricious manner.

TOBOGGANING ON THE RAIL.  
"I worked on the perpendicular string of rails for three weeks. They called it 'carrying the hot' out there when you hire out to work on the Calumet branch, for it's about as near like climbing a ladder from the sidewalk to the top of a building as anything you ever saw. I might have worked longer at it, because I rather like the excitement, but one day when we started from Calumet to whisk down to Hecla with a locomotive, seven cars, an engineer, fireman and seven brakemen, and arrived there with one car and the brakeman that was on it in just ten minutes—the car being the one I rode on and the brakeman myself—I concluded that I would engage in something where there was less risk, and went out with a party hunting Sioux Indians. You see, the water brake on the engine and the steam brake on the cars got a little out of kilter when we were about halfway down, and the hand brake didn't seem to answer the twist very well, and from that time on a streak of lightning couldn't have caught on behind us. One after another the locomotive and six of the cars shot off of the curves and took a short route to the bottom of the canyon. I don't know how it ever happened, but my car stayed on the rails, and I dropped down into Hecla like a meteorite.

"Well no; they don't make a business of carrying passengers on that Jacob's ladder of a road, but I guess they'll let any one ride if he thinks he can hold his breath long enough to make the trip down the gulch. Calumet isn't much of a place, being principally a bonanza iron mine. The ore is very rich, and the Bessemer furnaces at Pueblo must have it. I don't know who ever struggled up there and found the mine, but there it is, seven miles away and half a mile high. They couldn't build a gravity road to it because the route up the canyon is so exceedingly crooked. There wasn't one railroad engineer out of a hundred, hardly, that thought a locomotive could ever ascend and descend the mountain and handle the cars safely, but there was no other possible way to get at the mine, and they cut the road along the face of the canyon and began to experiment. The road is a narrow gauge one. When they first began to operate the road, if it wasn't a little the liveliest piece of railroad property in the universe then there is no evidence of the fact in about \$300,000 worth of old iron, incapacitated locomotive boilers, car wheels and timbers, sunbaked, air brakes, hand brakes and sundry other disintegrated specimens of rolling stock that lie heaped at the bottom of the canyon all along the seven miles of this cloud-sweeping line.

CRASHING TOGETHER IN MID AIR.  
"The train men couldn't get the hang of tobogganing on sleds down this gulch along at first, and there was a day passed but spectators down below would catch a sudden glimpse of a train up the face of the mountain as it dashed like a thunderbolt from the mouth of some rock cut, flying with the speed of the wind, kept straight on its course, unable to follow the windings of the track, and leaped headlong from the precipice, locomotive and cars crashing together in mid air, grinding themselves into a million fragments, and thundering down in one great heap of ruin at the bottom of the canyon, at least 2,000 feet below. Then they knew at Hecla that the brakes had lost their grip, and that the train had refused to wait for repairs. The fellows generally managed to jump when they found the air brake had gone back on them, and there were more broken bones carried down that mountain, on their way to Hecla to be mended, the first year this lively road was opened for business than they generally lay off of a fair sized luthulid. This Calumet branch is so unpopular with the officers of the Rio Grande that only two of them ever experienced a ride upon it from the clouds to the earth. That was some years ago, and they never tried it again. Now, when the other officers want to enjoy the trip, they sit down and listen to the story of the two who tried it, and turn pale and go home satisfied.

"Well, after awhile, they got the way of moving trains successfully on the road. They found that, first, they must use locomotives of extraordinary weight, and, second, they must run the trains only with men who would stand at their posts at all hazards. There is a brakeman on every car. The cars are something like coal cars and carry five tons of ore each. They are equipped with air brakes and strong hand brakes. The locomotive drivers are checked by the powerful hydraulic brake. It takes an hour and a half to make the trip from Hecla to the mine summit. The down trip is made in about fifteen minutes. When the train starts from the mine every brakeman stands with his hands on his brake. The air brakes are tight-ly set. The water brakes get their tightest grip on the locomotive wheels. The locomotive itself runs with the throttle reversed. Yet against all this friction the train thunders down the mountain, shooting around the sharp curves, and dashing through narrow rock cuts many of them curved almost double, at the rate of a mile every two minutes. The men who man the hand brakes must be simply bundles of muscles and nerves. Their positive instructions are to work their brakes whenever the air brakes fail, and to stand at their post in the face of every risk and danger. It happens not a few times in the course of a year that these fellows have to control as best they can some runaway train, and stick to it against the very likely chance that the next curve they strike will topple them, cars and all, over the brink of an abyss, the depth of which the eye can scarcely penetrate, and which yawns directly beneath the flying train. I believe these brakemen have succeeded in taking every runaway during the past year safely down to Hecla Junction,"—New York Sun.

And Other Races Also.  
Did you ever notice how suddenly a negro will start—especially if he is a laboring man—when he accidentally displaces some article of furniture in a room or drops a package, or unintentionally jostles somebody? I was reminded of this the other evening when I saw a darkey employe at the Merchants' accidentally knock a book from a shelf. He looked so disconcerted it might have been called ludicrous, if it hadn't been something near so pathetic.—"Pioneer Press"—Voices.

Ex Governor Moses is reported to be in a failing condition in the Massachusetts penitentiary.

"Come let us live with the children."—Tobee.

## THE W.C.T.U.

Will Open a KINDERGARTEN

Monday, Sep. 6, 1886.

On Second Street, between Lawrence and Topeka avenues, conducted by Miss Haley, a graduate of the Chicago Kindergarten Normal, for terms apply to Miss Haley at school room or Mrs. Miller at W. C. T. U. rooms.

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CONTRACTOR, CARPENTER  
—AND—  
JOINER.

Will do all kinds of carpenter and joiner work on short notice. Stairs, Stair Halls, Bath Doors, Blinds, Door and Window Frames and Sashes.

The People's Line.

The Great Free Palace Reclining Chair Car Route.

St. Louis, Ft. Scott & Wichita,  
In conc'n with Mo. Pac. Ry.

Is now running morning and evening trains daily, including Sundays.

Without Change.

Picman Palace Sleeping Cars on Evening Trains

48 MILES

The Shortest Route to St. Louis.

The Only Short, Direct Route to

TEXAS AND SOUTHERN POINTS

By which the passenger avoids extra travel, depot transfer and vexatious delays.

All Texas Points Local to this System

Wholesale Cigars.  
THOS. E. PHILLIPS,  
SOLE AGENT

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At prices that defy competition, and quality that will recommend itself. It would be pleased to show samples.

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Is the Place to get Everything Kept in a First-Class Bakery.

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Twin Brothers.

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Surgical Institute.

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No. 313 East Douglas avenue, Wichita, Kansas.

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Dr. H. Brandon, one of the Twin Brothers, pays special attention to the treatment of Cancer, having treated a large number of cases with universal success. I feel it my duty to say to those suffering with the dread disease Cancer, that I feel sure that I can cure you, if not too far gone. Call before the system becomes impregnated with the cancer virus. No money required until cancer is removed.

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WM. HALL, M.D. J.E. BENNETT, M.D.

Drs. Hall & Bennett

OVER WOODMAN'S BANK, 143 N MAIN ST.

DR. HALL

Continues to successfully treat all diseases of women. He does not do general practice, as he gives his entire time to his specialties. In the two years he has been in Wichita he has cured hundreds of ladies in this city and adjoining towns, any of whom will speak in the highest terms of his successful and gentle treatment while under his care. If any person afflicted with any of the following diseases will consult him first, time will be gained, money saved and disappointment averted:

INFLAMMATION, ULCERATION, MISPLACEMENT, or Protrusion of the Womb, and all UTERINE TROUBLES.

POLYPS AND FIBROID TUMORS, causing too frequent, painful and irregular menstruations.

LEUCORRHEA, etc.

He also successfully treats all kidney and bladder trouble of male and female, such as, PARALYSIS, NEURALGIA, Foreign Bodies in the Bladder and Urethra, causing too frequent and painful urinating, and all forms of PRIVATE.

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STYLLIS positively cured and entirely eradicated from the system.

GONORRHEA cured in from three to eight days or no pay.

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PILES and other diseases of the genital-urinary organs quickly cured. He guarantees all curable cases. If he cannot cure you he will plainly tell you so.

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Application to Iron, Wood and Stone

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Corner of Emporia Avenue and William Street, south of Douglas Avenue.

Director: CATHERINE RUSSELL.

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Corner Douglas and Lawrence Avenues.

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Paid-Up Capital, - - - 76,000

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Surplus, - - - \$5,000

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